

Chicago Department of Transportation 2015 Bikeways - Year in Review





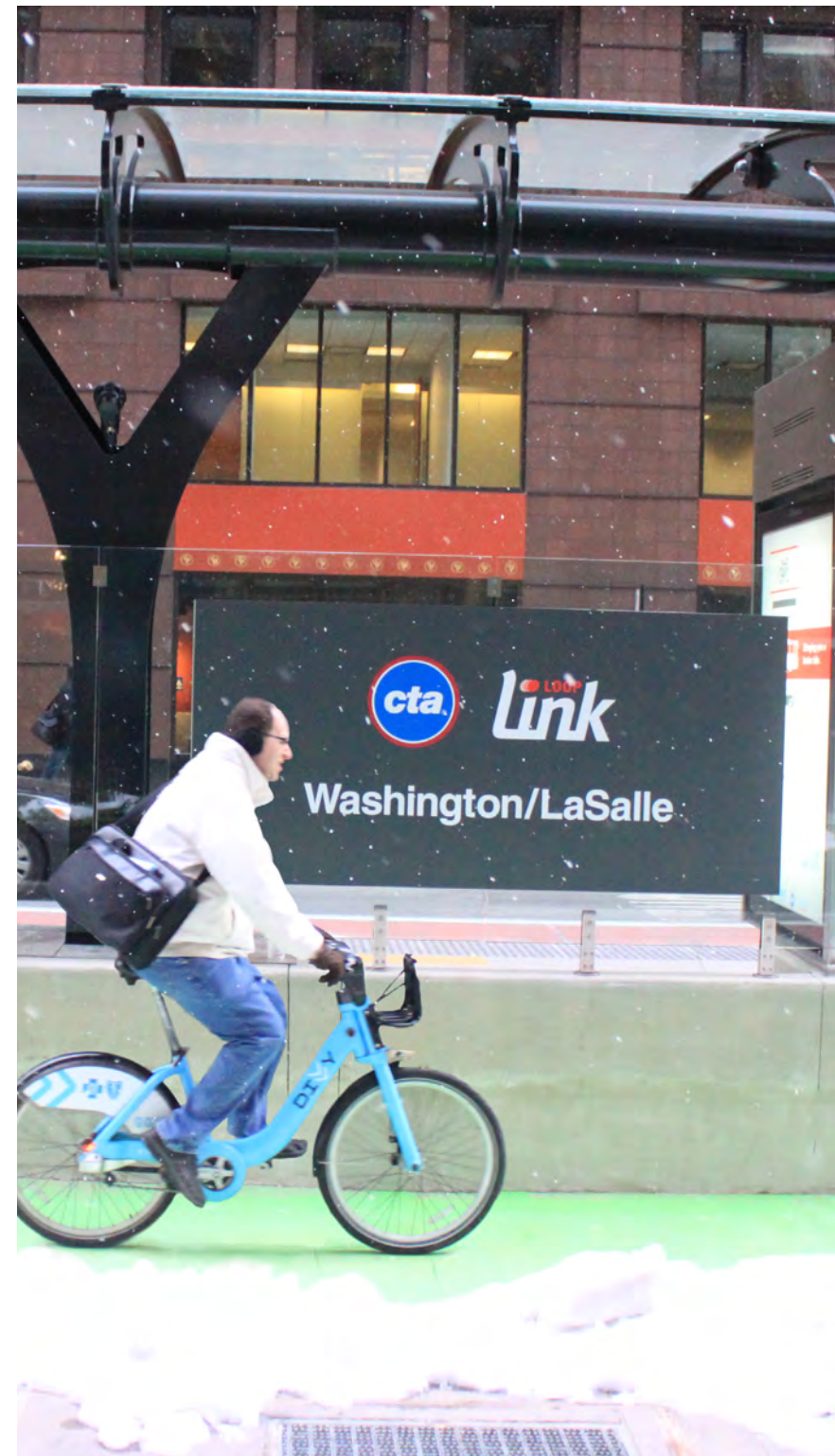
Buffer-protected bike lane on Division Street east of Damen Avenue

Table of Contents

2015 Achievements	01
Barrier-Protected Bike Lanes	03
Loop Link Bikeways	07
Spoke Routes	11
Buffer-Protected Bike Lanes	13
Other Bikeways	15
Bridge Improvements	17
Restriping	19
List of All 2015 Projects	21



Cover Image: Washington Street Barrier-Protected Bike Lane and Protected Intersection



Washington Street barrier-protected bike lane at LaSalle Street

2015 Achievements

In 2015, CDOT installed **42 miles of new and restriped bikeways**, including **23 miles of barrier and buffer-protected bike lanes**. Since May of 2011, over 108 miles of protected bike lanes have been installed throughout Chicago.

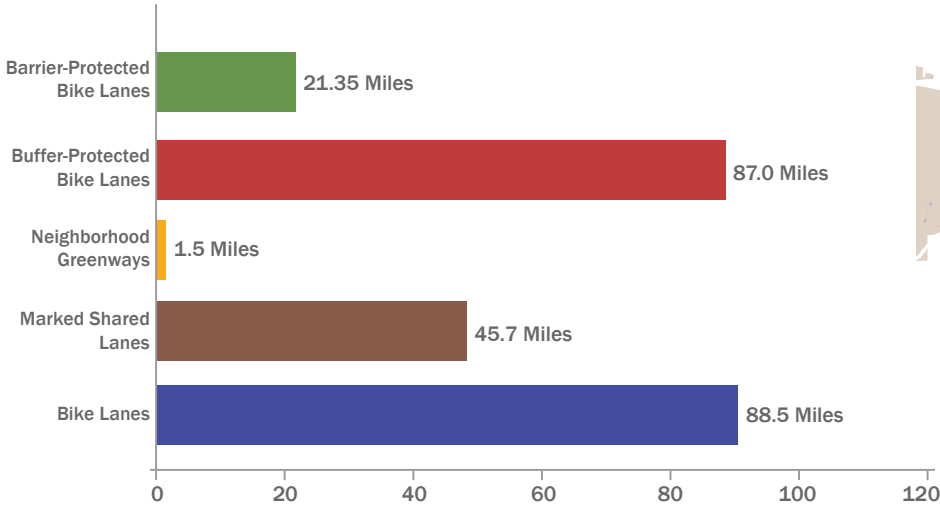
Achievements in 2015 include:

- Surpassed Mayor Emanuel's goal of installing 100 miles of protected bike lanes
- Installed five curb separated bike lanes and one raised bike lane
- Two projects ranked in *People For Bikes'* Top Ten List of the country's best protected bike lanes
- Expansion of the downtown protected bike lane network
- Installed bike lanes in 31 wards
- Implemented Chicago's first green wave
- Bike improvements made to 3 bridges
- Resurfaced 26 miles of the bikeways network, including 10 miles of new bikeways and 16 miles of restriped bikeways
- Awarded the 2015 Sustainable Landscape Award by the Metropolitan Water Reclamation District for the Berteau Neighborhood Greenway



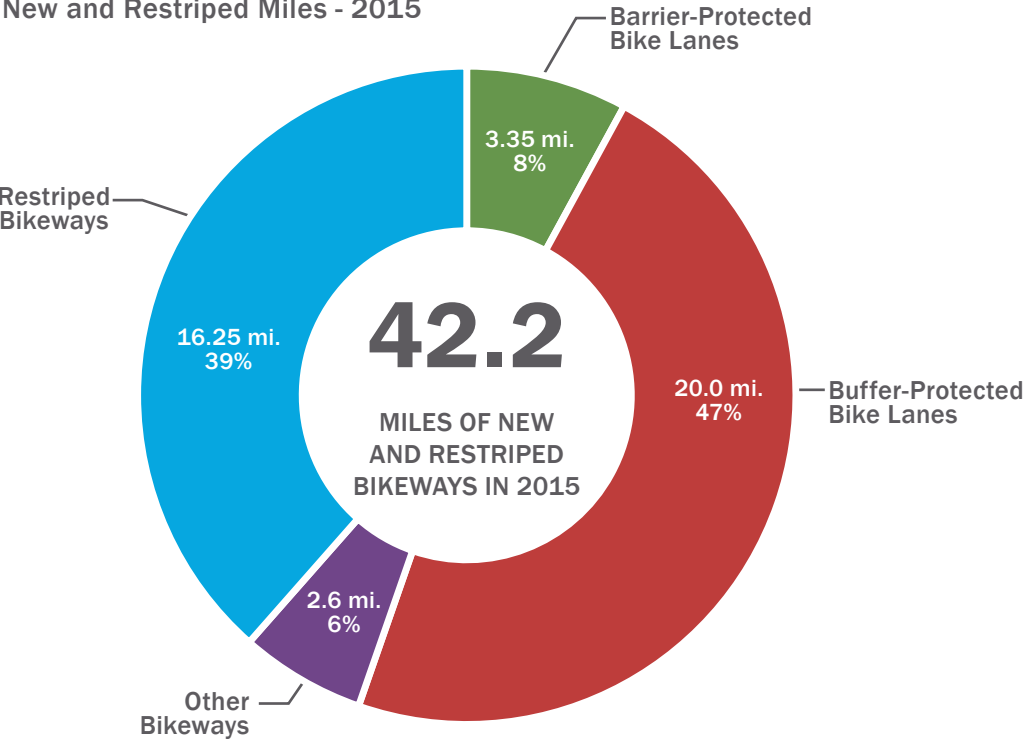
Milwaukee Avenue north of Elston Avenue with new barrier-protected bike lane

Chicago's On-Street Bikeways



Total On-Street Bikeways: 244.05 Miles

New and Restriped Miles - 2015



2015 Project Locations

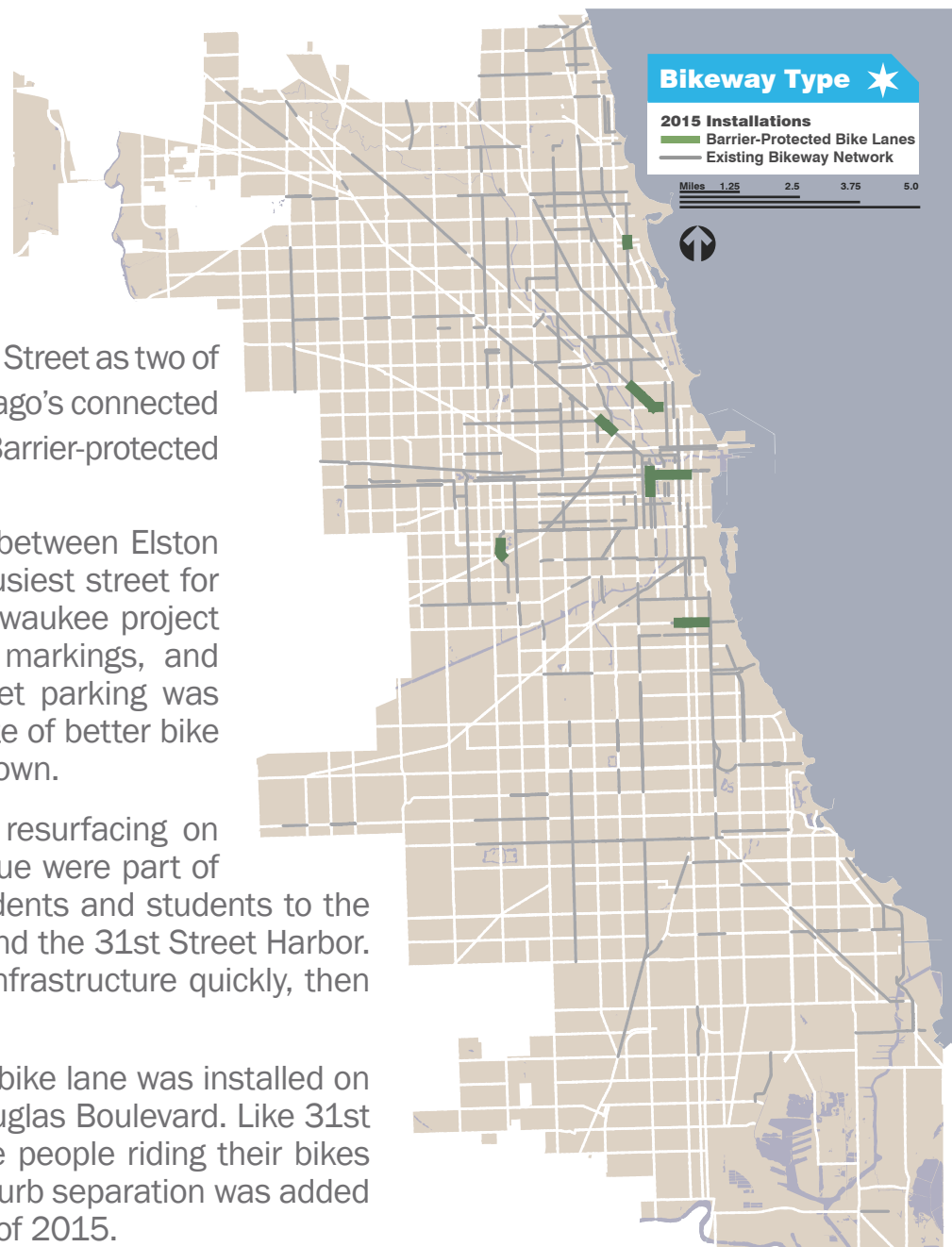
*Complete listing of 2015 projects available at end of report



1 Barrier-Protected Bike Lanes

Chicago continues to expand its protected bike lane network throughout the city. In 2015, 2.85 miles of new barrier-protected bike lanes were installed and 0.5 miles of existing barrier-protected bike lanes were upgraded with concrete separation. People for Bikes, a national advocacy organization, ranked projects on Clybourn Avenue and Clinton Street as two of the country's best bike lanes of the year, and also noted Chicago's connected network of protected bike lanes as the best in the country. Barrier-protected bike lanes installed and upgraded in 2015 include:

- **Milwaukee Avenue** - New barrier protected bike lanes between Elston Avenue and Augusta Boulevard help make the City's busiest street for bicycling more comfortable for all Chicagoans. The Milwaukee project includes concrete curb separation, green pavement markings, and a bike passing lane over I-90/94. Underutilized street parking was converted to curb-side bike lanes, creating a 5-mile route of better bike lanes connecting River West, the West Loop, and downtown.
- **31st Street** - Concrete curb separation and roadway resurfacing on 31st Street between LaSalle Street and Michigan Avenue were part of an upgrade to the protected bike lane connecting residents and students to the Illinois Institute of Technology (IIT), the Lakefront Trail, and the 31st Street Harbor. This project exemplifies the strategy of installing bike infrastructure quickly, then upgrading the project through future improvements.
- **Sacramento Boulevard** - Chicago's first curb separated bike lane was installed on Sacramento Boulevard between Ogden Avenue and Douglas Boulevard. Like 31st Street, Sacramento initially utilized bollards to separate people riding their bikes from people driving when it was installed in 2012. The curb separation was added in conjunction with a resurfacing project in the summer of 2015.



Featured Project: Clybourn Avenue Barrier-Protected Bike Lane

CDOT assisted the Illinois Department of Transportation (IDOT) with the planning, design, and construction of the Clybourn Avenue barrier-protected bike lane, the first barrier-protected bike lane installed on an IDOT jurisdiction roadway.

The Clybourn Avenue barrier-protected bike lane includes curb separation and connects people riding bikes to the CTA Red Line, multiple Divvy stations, and the dense neighborhoods of Lincoln Park and Old Town. It is part of a growing bike network that provides access to downtown via barrier and buffer-protected bike lanes.

Features

- First barrier-protected bike lane on an IDOT jurisdiction roadway
- Concrete curbs separating people riding bikes and people driving cars
- Improved pedestrian crossings and pedestrian refuge islands
- Bicycle traffic signals at two locations (2016 installation)
- Landscaping incorporated into the median on Division Street
- Ranked #5 Best New Bike Lane of 2015 by *People for Bikes*

Before



After



Clybourn Avenue

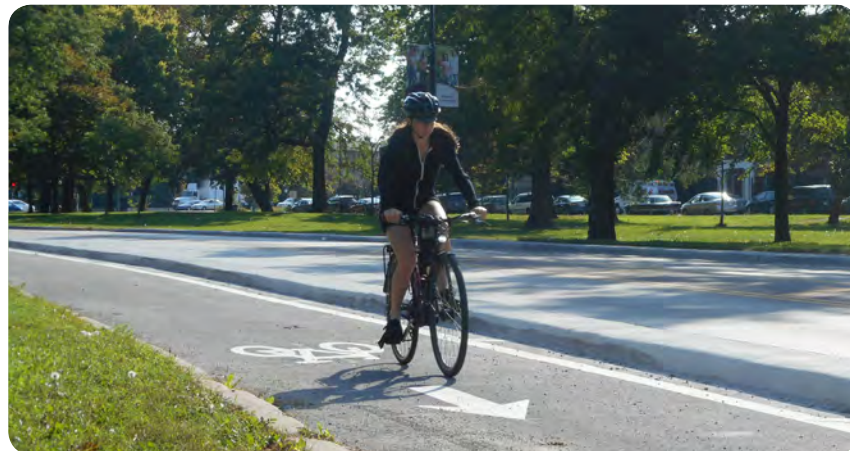
Curb Separated Bike Lane From Division Street to Halsted Street



Sacramento Boulevard

Curb Separated Bike Lane

From Ogden Avenue to Douglas Boulevard



Milwaukee Avenue

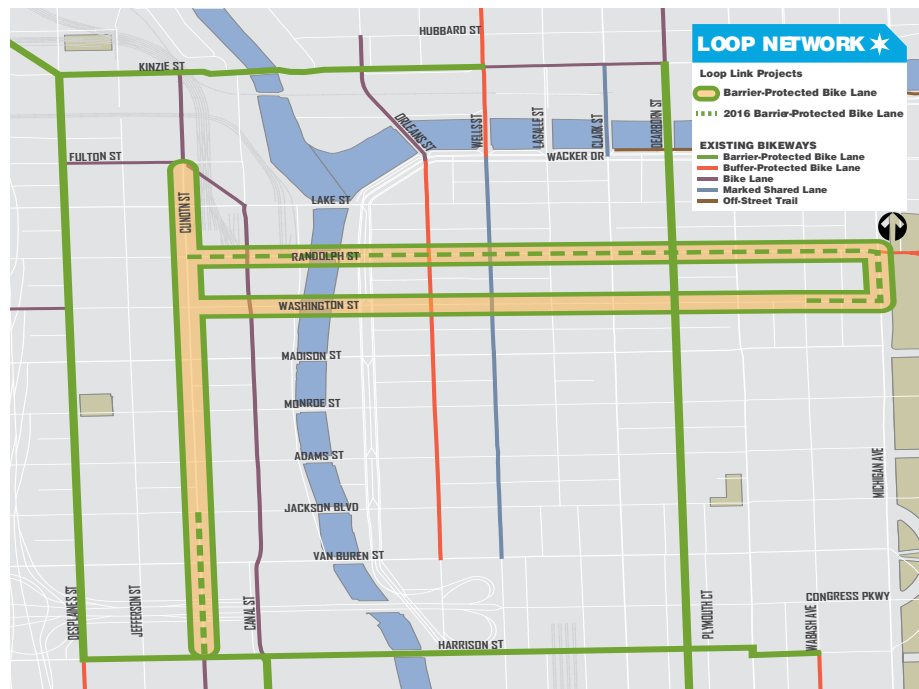
Curb Separated Bike Lane

From Elston Avenue to Kennedy Expressway



2 Loop Link Bikeways

As part of the Loop Link Bus Rapid Transit project, CDOT is installing a network of barrier-protected bike lanes that is making it convenient, safe, and enjoyable to ride a bike around Chicago's downtown. Several features of the Loop Link bikeways are new to Chicago and help create one of the country's best downtown networks of bicycle lanes designed for people of all ages and abilities. Chicagoans and visitors can enjoy the excitement of The Loop on a bicycle thanks to the barrier-protected bike lanes, bicycle traffic signals, green pavement markings, and intersection improvements that highlight this transformation of several downtown streets.



1 of 4 U.S. cities with a protected intersection

1st concrete separated bike lane in downtown Chicago

2nd two-way barrier-protected bike lane in downtown Chicago

9 intersections with bicycle traffic signals in 2015

Loop Link
on Washington Street at LaSalle Street



Loop Link Bikeways: Design Features

The Loop Link bikeways feature design elements that create a comfortable and enjoyable experience for people riding bikes of all age and abilities and improve transportation options throughout downtown Chicago.

- Curb and bus stations separating people riding bikes from people driving on Washington Street
- Two-way barrier-protected bike lane on Clinton Street
- Bicycle traffic signals at nine intersections
- Protected intersection at Washington Street and Franklin Street
- Newly resurfaced roadway
- Raised bike lanes where pedestrians cross to access bus platforms
- Intersection markings providing guidance through intersections
- Green bike lane along entire corridor for increased visibility

Bicycle Traffic Signals

at Washington Street and Clark Street



Pedestrian Refuge Island

at Dearborn Street and Washington Street



Protected Intersection

at Washington Street and Franklin Street



Loop Link Bikeways: Washington Street

The Washington Street barrier-protected bike lane provides a direct connection between Ogilvie Transportation Center and Millennium Park. People riding bikes in the green bike lane located next to the sidewalk are separated from motor vehicles by Loop Link bus stations. The intersection of Washington and Franklin features one of the first protected intersection designs in the country. Crossings for bicyclists and pedestrians have been shortened and motorists have dedicated turn lanes and arrows for safer turns. Bike traffic signals and pedestrian refuge islands make it easier for people walking and biking to travel through one of the country’s busiest and most vibrant downtowns.

Barrier-Protected Bike Lane
on Washington Street at Clark Street



Barrier-Protected Bike Lane
on Washington Street west of Franklin Street



Protected Intersection
at Washington Street and Franklin Street



Loop Link Bikeways: Clinton Street

Chicago's second two-way barrier-protected bike lane was installed on Clinton Street between Jackson Boulevard and Fulton Street. The Clinton Street protected bike lanes are part of a rapidly expanding protected bike lane network and provide a low-stress connection to Union Station, the third busiest rail station in the country, Ogilvie Transportation Center, and multiple Divvy and CTA stations. *People for Bikes* ranked Clinton Street in their list of America's 10 Best New Bike Lanes of 2015. Bicycle traffic signals and separation from people driving make Clinton a great street for people bicycling and walking to office buildings, retail shops, and residential units in Chicago's bustling West Loop.

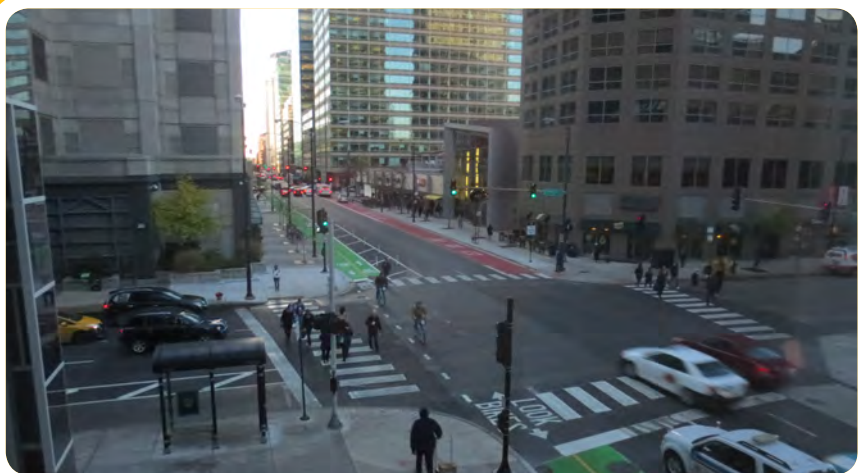
Before



After



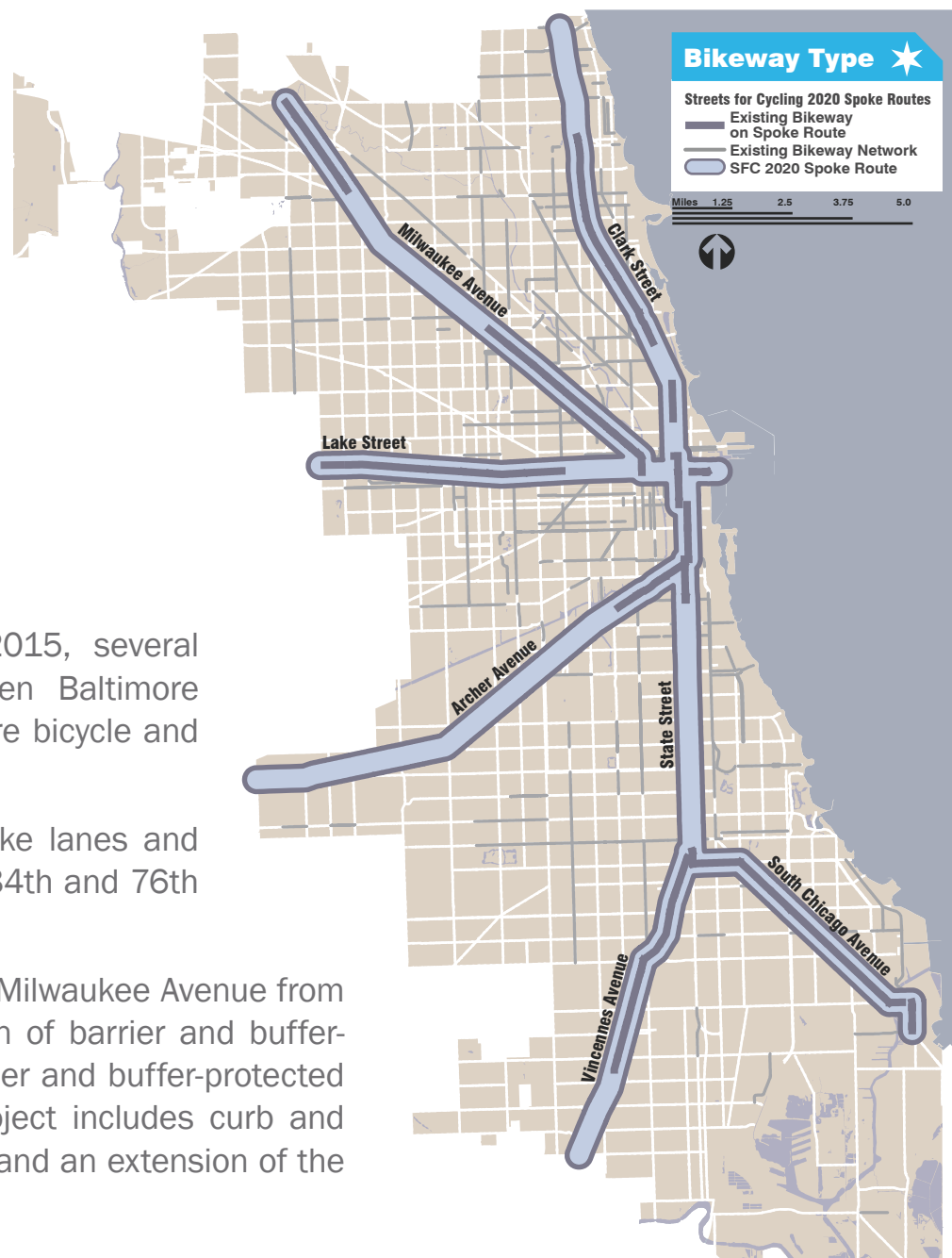
Two-Way Barrier-Protected Bike Lane
on Clinton Street at Madison Street



3 Spoke Routes

A goal of the Streets for Cycling Plan 2020 is to ensure every resident lives within 1/2 mile of the bikeway network so that bicycling is a viable transportation option for all Chicagoans. The proposed network consists of three different routes types: Neighborhood Bike Routes that utilize residential streets, Crosstown Bike Routes that connect people across the city, and Spoke Routes that connect all corners of Chicago to Downtown. In 2015, CDOT improved network connections on three Spoke Routes.

- **South Chicago Avenue**– Between 2012 and 2015, several improvements to South Chicago Avenue between Baltimore Avenue and 67th Street have made the street more bicycle and pedestrian friendly.
- **Vincennes Avenue** – In 2015, buffer-protected bike lanes and pedestrian refuge islands were installed between 84th and 76th in conjunction with a roadway resurfacing project.
- **Milwaukee Avenue** – Since 2013, CDOT upgraded Milwaukee Avenue from Kinzie Street to Division Street with a combination of barrier and buffer-protected bike lanes. In 2015, CDOT installed barrier and buffer-protected bike lanes between Elston and Division. The project includes curb and parking separated bike lanes, a bike passing lane, and an extension of the bike lanes up to intersections.



Featured Spoke Route Project: South Chicago Avenue

In 2015, CDOT extended the South Chicago Avenue buffer-protected bike lanes 2.25 miles north from 79th Street to 67th Street. This project included a striped buffer next to parking and motor vehicle lanes, a center left turn lane as part of a road diet, and connections to the Divvy network and the Gary Comer Youth Center and College Prep.

Before



After



New Divvy Station Location
at 71st Street and South Chicago Avenue



4 Buffer-Protected Bike Lanes

Buffer-protected bike lanes have a buffer between the motor vehicle lane, the parking lane, or both. CDOT installed 20 miles of buffer-protected bike lanes in 2015. These projects include:

- **83rd Street** - In conjunction with a roadway resurfacing project, the 83rd street bike lane between Vincennes Avenue and Lafayette Avenue was upgraded to a buffer-protected bike lane.
- **Jackson Boulevard** - A buffer-protected bike lane was installed between Central Park Avenue and Western Avenue. The 1.5-mile project filled a gap in the bikeway network on Chicago's West Side. Jackson now has close to 4.0 miles of buffer and barrier-protected bike lanes connecting Garfield Park, Malcom X College, and the Greektown neighborhood.
- **Elston Avenue** - In 2015, CDOT upgraded 4.5 miles of traditional bike lanes to buffer-protected bike lanes. Since 2012, nearly the entire 9.5 miles of Elston Avenue has been striped with buffer and barrier-protected bike lanes.
- **Damen Avenue** - Buffer-protected bike lanes, roadway resurfacing, and upgraded lighting between 18th Street and 14th Street have improved conditions for people riding their bike under the Damen Viaduct.



California Avenue

Division Street to North Avenue



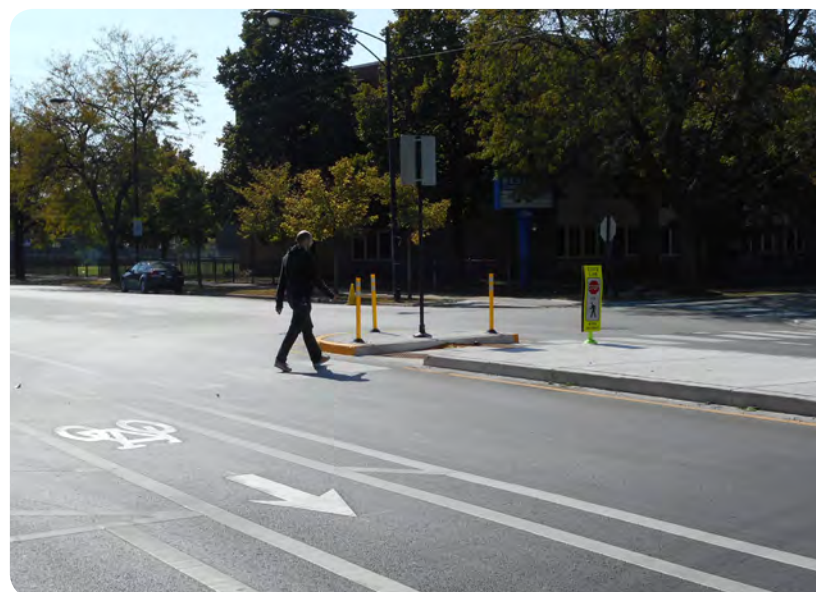
Vincennes Avenue

76th Street to 84th Street

Buffer-Protected Bike Lane and Center Left Turn Lane



Pedestrian Refuge Island



Milwaukee Avenue

Augusta Boulevard to Division Street



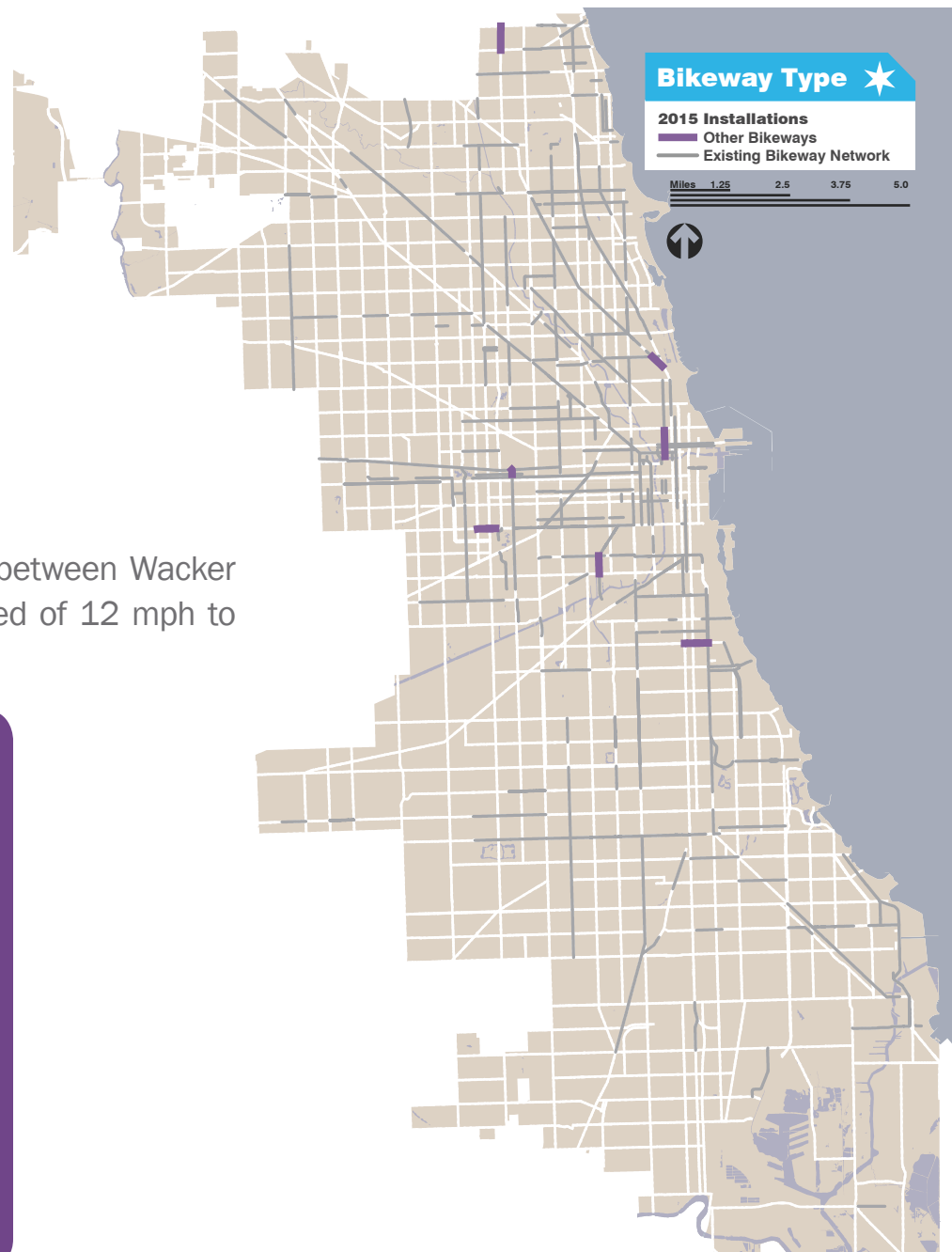
5 Other Bikeways

In 2015, CDOT installed 2.6 miles of new bike lanes, marked shared lanes, and a green wave:

- **Lincoln Avenue**– Lincoln Avenue from Wells Street to Armitage Avenue was striped with a new marked shared lane design that incorporates a striped buffer to separate people riding their bikes and parked vehicles. This striped buffer encourages people to ride outside of the door zone.
- **Wells Green Wave** - Traffic signals on Wells Street between Wacker Drive and Huron Street were coordinated for a speed of 12 mph to allow continuous flow for people riding bikes.

Lincoln Avenue

From Wells Street to Armitage Avenue



Featured Project: Wells Street Green Wave

In the summer of 2015, Chicago's first "green wave" was installed on Wells Street from Wacker Drive to Huron Street. A green wave coordinates traffic signals at a preset speed to allow continuous flow for people riding bikes. The Wells Street buffer-protected bike lane is an important connection to downtown with several closely spaced signalized intersections. The Wells Street Green Wave traffic signal progression is set for 12 mph and is based on everyday biking speeds. A majority of people riding their bike will arrive at green lights throughout the corridor.

Project Benefits

- People riding bikes and people driving can travel through the corridor with minimal stops
- Increased red light compliance expected for all users
- Improved travel times for people riding bicycles and for people driving

Project Features

- Traffic signals timed for desirable bicycle travel speeds (12mph) & motor vehicle speeds (30mph)
- New signage for bicyclists displaying signal timing speeds

Green Wave

on Wells Street at Grand Avenue



6 Bridge Improvements

In 2015, CDOT continued to place an emphasis on improving bridges to make them more bicycle friendly. Three bridges received either non-skid fiberglass plates or concrete infill in the bike lane to provide a smoother and more comfortable surface for riding.

The Halsted Street Bridge over the South Branch of the Chicago River received non-skid bridge plates that make riding a bicycle over the metal grate bridge safer and more comfortable.

The 18th Street Bridge over the South Branch of the Chicago River received new roadway pavement, lights, sidewalk decks, and a concrete bike lane.

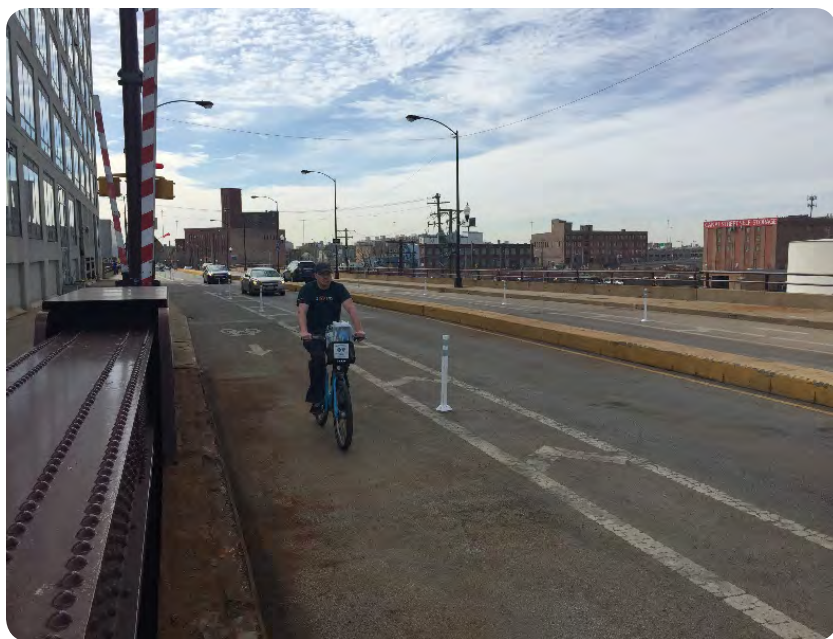
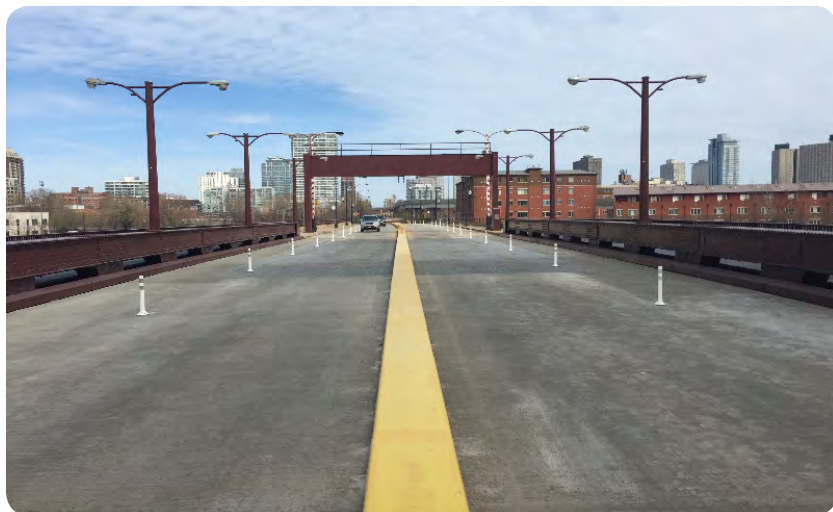
The Cortland Street Bridge over the North Branch of the Chicago River, a popular east-west link in the bicycle network, was rehabilitated and now includes concrete infill in the bike lane.

Since Mayor Emanuel took office in May of 2011, **14 Chicago bridges** have been made more bicycle-friendly.



18th Street Bridge Improvements

Concrete Bike Lane



Cortland Street Bridge Improvements

Concrete Bike Lane



Halsted Street Bridge Improvements

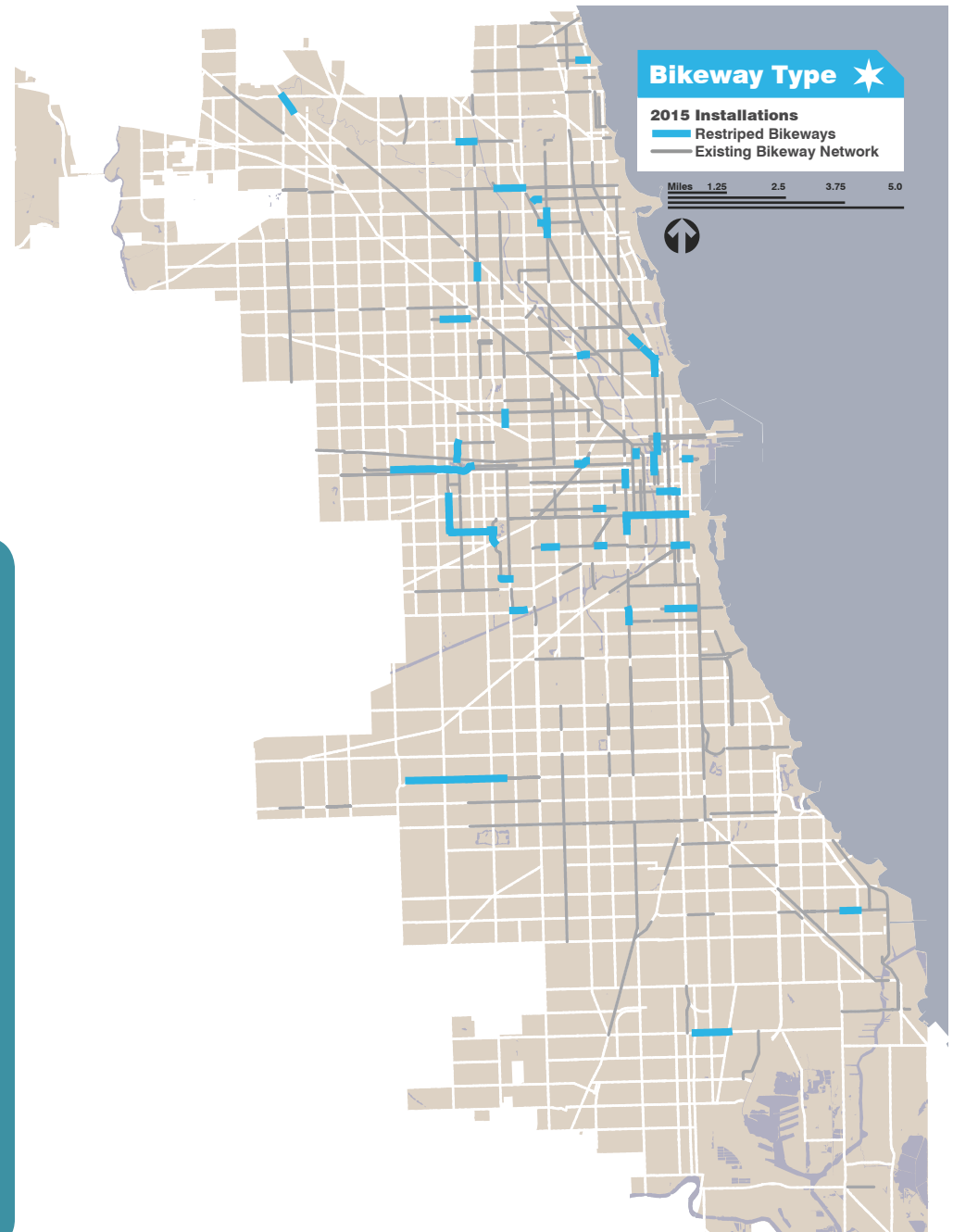
Fiberglass Plates



7 Bikeway Restriping

Maintaining the existing bikeway network is as important to CDOT as expanding the network. CDOT refreshes bicycle markings whenever possible, and ensures other City departments and outside entities properly replace bicycle markings when doing work in the roadway. In 2015, CDOT restriped 16.25 miles of the existing bikeway network and upgraded 0.5 mile of barrier-protected bike lanes with concrete curbs.

Franklin Street
Monroe Street to Lake Street



Berteau Avenue

Lincoln Avenue to Damen Avenue



Central Park Avenue

Lake Street to Franklin Boulevard

Buffer-protected bike lane



Pedestrian refuge island



Halsted Street

31st Street to 33rd Street



List of All 2015 Projects

Barrier-Protected Bike Lanes

STREET	FROM	TO	LENGTH
Clinton	Jackson	Randolph	0.50
Washington	Canal	Wabash	0.75
Clinton	Randolph	Fulton	0.25
Clybourn	Orleans	North	0.75
Milwaukee	Elston	Augusta	0.25
Roosevelt	Wabash	Indiana	0.25
Clarendon	Broadway	Irving Park	0.10
BARRIER-PROTECTED BIKE LANES TOTAL			2.85

Buffer-Protected Bike Lanes

STREET	FROM	TO	LENGTH
Vincennes	105th	103rd	0.25
Elston	Logan	Kedzie	1.50
Elston	Central	Melvina	1.50
Elston	2622 N.	Logan	0.25
Elston	Kimball	St. Louis	0.25
Vincennes	79th	76th	0.50
Milwaukee	I-90	Elston	1.75
Vincennes	84th	79th	0.75
California	Division	North	0.50
California	Augusta	Division	0.25
Division	Damen	Ashland	0.50
Damen	Garfield	51st	0.50
Jackson	Central Park	Western	1.50
Northwest Hwy	Milwaukee	Nagle	1.50
Lawrence	Central	Central Park	2.50
State	79th	69th	0.75
South Chicago	79th	67th	2.25
83rd	Vincennes	Lafayette	0.50
Milwaukee	Augusta	Division	0.50
Damen	17th	14th	0.25
Elston	North	Webster	1.00
Washington	Albany	Talman	0.75
BUFFER-PROTECTED BIKE LANES TOTAL			20.00

Bike Lanes

STREET	FROM	TO	LENGTH
35th	Indiana	King	0.25
Roosevelt	Homan	Kedzie	0.25
BIKE LANES TOTAL			0.50

Marked Shared Lanes

STREET	FROM	TO	LENGTH
35th	State	Indiana	0.20
California	Madison	Lake	0.25
California	Touhy	Howard	0.50
Roosevelt	Albany	Kedzie	0.15
Loomis	Cermak	18th	0.40
105th	Vincennes	Major Taylor Trail	0.10
MARKED SHARED LANES TOTAL			1.60

Restriped Bike Lanes

STREET	FROM	TO	MILES
18th	Leavitt	Damen	0.25
103rd	Michigan	Cottage Grove	0.70
Morse	Wayne	Sheridan	0.25
Halsted	33rd	31st	0.25
Lawrence	Virginia	Western	0.50
Halsted	14th	Roosevelt	0.30
Taylor	Throop	Racine	0.10
Milwaukee	Melvina	Devon	0.30
Roosevelt	Halsted	Canal	0.40
California	Chicago	Augusta	0.25
31st Blvd	California Blvd	Rockwell	0.25
Washington	Hamlin	Homan	0.50
Cortland	Mendell	Southport	0.10
Washington	Kilpatrick	Kostner	0.40
Washington	Keeler	Pulaski	0.25
Washington	Ashland	Ogden	0.20
18th	Throop	Racine	0.25
Damen	Irving Park	Montrose	0.50
Marquette	Damen	Ashland	0.50
Jefferson	Lake	Fulton	0.15
Roosevelt	Canal	State	0.60
83rd	Marquette	Exchange	0.30
18th	State	Wabash	0.10
Roosevelt	State	Wabash	0.10
18th	Wabash	Indiana	0.10
RESTRIPED BIKE LANES TOTAL			7.60

Restriped Barrier-Protected Bike Lanes

STREET	FROM	TO	MILES
24th Blvd	Marshall	California	0.20
31st	Michigan	Giles	0.25
Harrison	Financial	Wabash	0.35
RESTRIPED BARRIER-PROTECTED BIKE LANES TOTAL			0.80

List of All 2015 Projects

Restriped Buffer-Protected Bike Lanes

STREET	FROM	TO	MILES
Randolph	Stetson	Field	0.25
Wells	Chicago River	Grand	0.30
Franklin	Monroe	Lake	0.40
Central Park	Lake	Franklin	0.40
Independence	Douglas	Harrison	0.75
Douglas	Independence	Sacramento	0.90
Wells	North	Lincoln	0.30
Kedzie	Irene	Elston	0.40
RESTRIPED BUFFER-PROTECTED BIKE LANES TOTAL			3.70

Restriped Marked Shared Lanes

STREET	FROM	TO	MILES
Wrightwood	Hamlin	Kimball	0.50
Wells	Arcade	Lake	0.30
Wilson	Leavitt	Hamilton	0.15
Halsted	Van Buren	Monroe	0.25
59th	Kenton	Pulaski	0.75
59th	Pulaski	Sacramento	1.25
Bryn Mawr	Bernard	Kedzie	0.30
Lincoln	Wells	Armitage	0.30
Lincoln	Dickens	Webster	0.20
RESTRIPED MARKED SHARED LANES TOTAL			4.00

Restriped Neighborhood Greenways

STREET	FROM	TO	MILES
Berteau	Lincoln	Damen	0.15
RESTRIPED NEIGHBORHOOD GREENWAYS TOTAL			0.15

Concrete Upgrades

STREET	FROM	TO	LENGTH
31st	Lasalle	Michigan	0.25
Sacramento	Ogden	Douglas	0.25
CONCRETE UPGRADES TOTAL			0.50

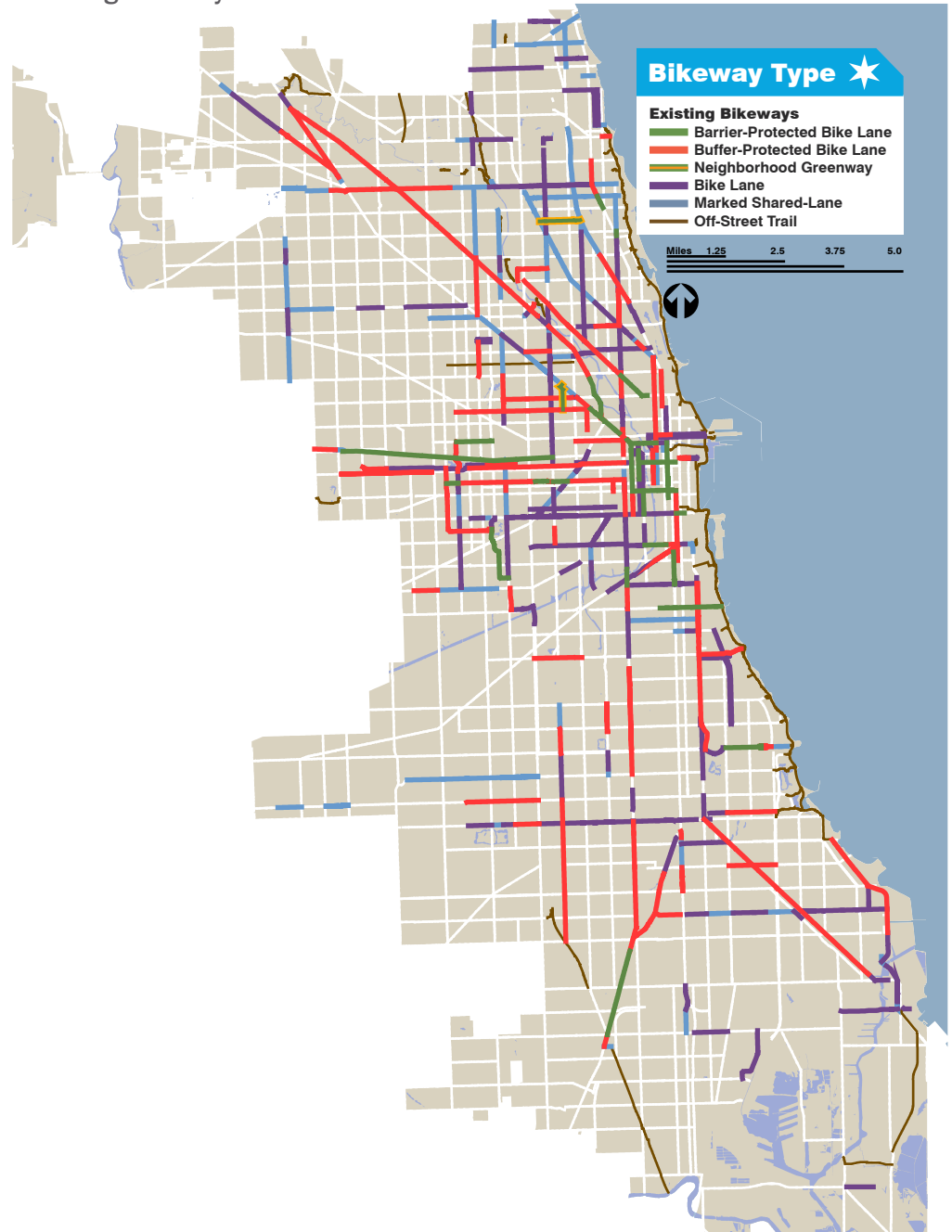
Green Wave

STREET	FROM	TO	MILES
Wells	Wacker	Huron	0.50
GREEN WAVE TOTAL			0.50

Bridge Improvements

BRIDGE	SECTION OF CHICAGO RIVER	TREATMENT
18th St Bridge	South Branch	Concrete Infill
Halsted	North Branch	Bridge Plates
Cortland Bridge	North Branch	Concrete Infill

Existing Bikeway Network





CDOT

CHICAGO DEPARTMENT
OF TRANSPORTATION

